

London to Tibet

This exceptional 10 week London to Tibet Motorcycle Adventure starts at the [Ace Cafe London](#) and finishes at Ace Cafe Beijing. We ride across Asia, traversing the fabled [Silk Road](#) across a formidable expanse of territory. There is a rich tapestry of cultures to uncover and extraordinary roads to ride. The journey is about taking the road less travelled, through countries where tourism is only in its infancy.

Leaving Istanbul far behind, we explore Cappadocia, Mount Nemrut and the ancient ruins of the Armenian city, Ani. Let's try wine in Georgia when in Vardzia before we head to the capital of Azerbaijan, Baku. From here we take a ship across the Caspian to Turkmenistan. This is now the heartland of the Silk Road. Mosques, minarets and madrasahs line our route and the UNESCO listed [Registan](#) in Uzbekistan takes your breath away.



The most challenging riding is yet to come. The [Pamir Highway](#) in Tajikistan, the Tibetan Plateau and the route to Everest are just some of the extraordinary roads to ride. The high altitudes and remote mountain terrain will test your abilities both on and off the bike. After Everest, we reach our final destination Lhasa! You'll have time to explore and visit the Potala Palace, before flying home.

You may join this tour in Alexandropolis, Greece, just 30 miles from the Turkish border and can select this option when you make your booking; £1,000 discount will be applied. If you don't have 10 weeks to spare, why not look at our [London to Kazakhstan](#) trip, finishing in Almaty.

IMPORTANT NOTE: We must submit all individual and vehicle details / documents to Chinese authorities three months prior to our start date. Therefore no bookings can be taken for this tour at short notice. Last date for booking is no later than 31 January 2021.

At a glance

Duration (days): 67
Miles Covered: 10500
Riding difficulty: Difficult
Unpaved Roads: 20%
Culture Shock: Large

Highlights

Here are some of the amazing sights that you will see on this 67 day motorcycle expedition:

- Rural roads across France, through the Vosges into the Black Forest of Germany
- Magnificent coastal riding in Croatia and the UNESCO listed Trogir & Dubrovnik.
- Superb mountain roads in Northern Greece, and stop over to UNESCO listed Meteora
- The old imperial capital, Istanbul where Europe meets Asia. Visit the Blue Mosque, the Hagia Sophia & Topkapi Palace or maybe just bargain in the Grand Bazaar!
- Wander the tiny streets of the perfectly preserved Ottoman village, Safranbolu and overnight in a caravanserai
- Explore the unique moon-like landscape, underground cities, cave churches and houses carved in the rocks in Cappadocia and overnight in a cave hotel
- Wine region of Georgia and capital city, Tbilisi. Cross the Caspian Sea.

- The marble white city of Ashgabat, capital of Turkmenistan
- Make camp in the Karakum Desert and head out for a night viewing of the Darvaza Gas Crater, known locally as “The Door to Hell”!
- The ancient walled cities of Bukhara and Khiva, where you can wander through the narrow alleys to see the mosques, minarets and madrasahs.
- Samarkand, with the UNESCO listed Registan and its three madrasahs. Break bread with the locals and enjoy fresh kebabs cooked over coals.
- Desert roads in Turkmenistan to the marble white capital city of Ashgabat.
- Ride the Pamir Highway through the sparsely populated mountain regions of Tajikistan. With its peak at 4,655m, this is the second highest altitude international highway in the world.
- The Wakhan Valley, bordering Afghanistan & the 2nd century Yamchun Fortress, with magnificent views of the Hindu Kush. Stay with local families in home-stays.
- Experience a yurt home-stay in Kyrgyzstan and try the culinary delights of plov, manti or lahman! Great back roads through the Tien Shan Mountains.
- Take the mighty Torugart Pass into China to Kashgar
- Over the Khitai Davan Pass at 5,300m. Enter Tibet, the ‘Roof of the World’. High altitude riding continues past the sacred Mount Kailash.
- The holy Lake Manasarovar and explore the tiny Buddhist monastery.
- The Himalayas and take the spectacular road to Mount Everest Base Camp & Rongbuk Monastery and spin the golden prayer wheels.
- Lhasa! Visit the Potala Palace and the Buddhist temples of Jokhang and Barkhor.

ROUTE

This map is for illustrative purposes only.

Itinerary

This itinerary is for 67 days, covering around 10,000 miles (16,100 kms) across Europe, Turkey, Central Asia and China. It starts in London, UK and finishes in Lhasa, Tibet (China).

Week 1: Europe

Depart Ace cafe London. France, the Alps, Bavaria – Germany. Bled, Slovenia. Croatia & the Adriatic Coast. Overnight in Trogir and Dubrovnik.

Week 2: Europe & Turkey

Montenegro, Albania and Lake Ohrid. Greece – Mount Olympus and Meteora. Alexandroupolis. Enter Turkey. East meets West in Istanbul. (Istanbul is also an official start Point for this Expedition). Two full days to explore the Blue Mosque, Tokapi Palace and Hagi Sophia. Ottoman preserved village Safranbolu.

Week 3: Turkey & Georgia

Caves, rock formations and underground dwellings in Cappadocia. See the stone heads of Mount Nemrut. Erzurum and Mount Ararat. Kars. The ruins of the ancient Armenian City, Ani. Enter Georgia. Vardzia.

Week 4: Azerbaijan & Turkmenistan

Explore Tbilisi, capital of Georgia Marble. Enter Azerbaijan. Sheki. Port city of Baku. Ferry across the Caspian Sea to Turkmenistan. White marble city of Ashgabat.

Week 5: Turkmenistan & Uzbekistan

North through the Karakum Desert. A night viewing of the Darvaza Gas Crater – “The Door to Hell”! Enter Uzbekistan. Desert terrain to the Ancient Silk Road Cities. The ancient walled city of Khiva & UNESCO listed Itchen Kala. Bukhara and then Samarkand, with the UNESCO listed Registan. Minarets, mosques and madrasahs abound.

Week 6: Tajikistan

The capital city, Dushanbe. Dirt roads of The Pamir Highway and Wakhan Valley, on the Afghanistan border. Khorog, the regional capital. 3rd century Yamchun Fortress. Experience home stays with the local villagers in Murghab.

Week 7: Kyrgyzstan

Enter Kyrgyzstan. Overnight yurt camp at Sary Tash. Osh. The Tien Shan Mountains. The capital, Bishkek. Lake Issyk (Kul). Riders finishing in Almaty head to Kazakhstan.

Week 8: Kyrgyzstan, Xinjiang Province, China

Naryn. Ride over the Torugart Pass to Xinjiang Province, China. The ancient city of Kashgar. Get your Chinese Driving Licence and Registration Plate for your bike!

Week 9: Tibet

Enter Tibet, the ‘Roof of the World’. Ride at over 5,000 metres high. Remote settlements. Mount Kailash & the holy Lake Manasarovar. Mount Everest Base Camp & Rongbuk Monastery.

Week 10: Tibet

Lhasa – two full days to explore the Potala Palace and the Buddhist temples of Jokhang and Barkhor.

Accommodation

Yurt Camp in Kyrgyzstan

There is a wide variety of accommodation. In Europe and Turkey, we primarily use 4* hotels and have some characterful hotels, such as an old caravanserai and a cave hotel! For Turkmenistan, and Uzbekistan, we also primarily use 3* and 4* hotels, but as we push east, standards are not the equivalent of Europe and North America. Wifi use may be restricted and not freely available.

In Tajikistan and Kyrgyzstan, we have some remote routes, where we stay in home-stays or yurts, which are communal accommodation. This type of accommodation will have primitive, shared or outdoor bathroom facilities. The only hot water may be in flasks and the electricity may be supplied by a generator. We also have one camp night in Turkmenistan at the Darvaza Crater.

There are a number of days across Xinjiang Province and Western Tibet, where we are very remote and accommodation is extremely basic, with no bathrooms, hot water or electricity. You need to be prepared to use communal outside toilets and there will be no showers for a few days in this area.



Homestay in Tajikistan

Additionally, basic accommodation will often not have single rooms. If you book for a single supplement, we have taken into account that you will have approximately five nights of this type of accommodation in your pricing.

In remote locations, you will not get mobile phone coverage or wifi access. In some countries, there is not full access to the internet use may be restricted, not freely available or just very slow. Common social media platforms are blocked in China (FaceBook, YouTube).

All of the above reflects the nature of the adventure that you are undertaking – some parts of this trip are very remote where tourism does not exist and you will need to cope with the same facilities as the locals.

Good hotels are then available to use close to Lhasa and our hotel in Lhasa is good 4* standard.

Whats Included

You have the benefit of booking your motorcycle tour with a tour operator with Financial Payment Protection Insurance with Towergate Travel and your money paid to us in advance is protected in accordance with The Package Travel and Linked Travel Arrangements Regulations 2018. You may wish to know that during the

COVID-19 crisis, we gave a cash refund to all customers for all monies paid to us within 14 days as required by law.

Before you go

- The assurance of booking with a fully bonded and insured UK operator, acting in accordance with The Package Travel and Linked Travel Arrangements Regulations 2018, ensuring your money paid in advance is protected.
- GlobeBusters Guidance Handbook with all pre-trip information
- Pre-departure expedition briefing and ongoing access to the GlobeBusters team for any questions you may have, via additional one-to-one meetings
- Assistance with the procurement of visas for each country and provision of Letters of Invitation, if required.
- Daily hard copy route notes with GPS co-ordinates and information about the hotels, the roads and the sights
- Loan SD Card with open source GPS mapping for the region, suitable for Garmin units.

En Route

- All accommodation on shared basis (or a single room, if booked)
- All breakfasts, in keeping with local traditions
- 10 group dinners, with water or soft drink (no alcohol)
- Euro Tunnel Train for you and your bike, Folkestone to Calais
- Ferry for you and your motorcycle across the Caspian Sea
- Local overnight hotel parking charges.
- Chinese Driving Licence & Chinese Bike Licence Plate for your motorcycle, required for travel in China
- Expedition Tour Shirt and Ace Cafe Goodies

Motorcycle Freight*

- Group freight of your motorcycle (including crating, where required, and Customs Clearance) from Lhasa by road to Tianjin Port.
- Group sea freight from Tianjin to our UK freight agent, or to other destinations, if additional charges are paid.
- Motorcycle crating, if required, Group customs clearances for export and re-import back to the UK, with up to one month of free storage at the freight agent before you collect your bike.
- In transit insurance for your motorcycle, during freight, subject to an excess of £500.

Support Crew

- Motorcycle Expedition Manager to accompany the group, either in a Support Vehicle or on a Motorcycle depending on numbers.
- Motorcycle Support Rider, where the group is more than 12 riders
- Support Vehicle, equipped with satellite phone, spare fuel, water, tools, selected spare parts and emergency first aid kit, acting as a sweeper vehicle
- Support Driver, with motorcycle mechanical experience and first aid qualifications
- Additional local Support Vehicle in Xinjiang and Tibet, with National Chinese Guide, acting as fixers / translators.
- Local fixers/translators that travel with the group in Turkmenistan, Uzbekistan, Kyrgyzstan, Tajikistan.

Not Included

- Return passenger airline flights or any other travel costs to get to the start and from the finish point for each motorcycle expedition or any internal flights or other travel costs required during the expedition.
- Personal travel, accident and medical insurance (covering matters such as medical expenses, repatriation, cancellation, curtailment, loss or damage to property)
- Third party liability or any other motorcycle insurance cover, motorcycle breakdown cover or recovery costs
- Entrance fees to sights and parks, optional local excursions or local activities, (except where stated)
- Lunches, snacks or evening meals (except where stated). Any meals whilst on board ferries.
- Personal spending money, tips, souvenirs or other extras.
- Personal documentation (eg visas, passport), vaccinations, personal taxes, border crossing fees, motorcycle documentation
- We do not supply riding gear; you must bring a minimum of your own helmet, jacket, trousers, boots and gloves.
- Costs of motorcycle servicing, motorcycle repair (parts, labour or other related costs), spares, transportation of your bike to the workshop
- Fuel, oil & other motorcycle consumables, toll road fees, traffic fines or other charges relating to breach of the law
- Any travel, subsistence & hotel costs to and from the freight depot when you drop off or collect your motorcycle, and to and from any UK briefing meetings.
- Freight of the Participant's motorcycle back to their home county from a place that is not the official end point.
- Additional transportation of you or your motorcycle en route where you or your motorcycle cannot continue beyond the short and temporary assistance offered by GlobeBusters Support Vehicle.
- Transfers to / from the airport at the start and end of the expedition.
- Any other item not specifically included in the price.

Please also refer to our [Booking Conditions](#)

Flights

For clarity, we do not include your passenger flights. Once we have confirmed that this tour is a guaranteed departure, it is your responsibility to organise your own flights to and from the start and end point.

For riders not based in the UK, you should to book an outward flight to our start point, London, UK for 16 April 2021. The earliest leave date is any time on 21 June 2021 from Lhasa.

Only book your flights once we have confirmed that your motorcycle expedition is a guaranteed departure. We do not refund flight costs if you have booked flights for a tour that has not been notified as a guaranteed departure.

Should you wish to arrive before the official date or stay after the official end date, please simply request extra nights at the time of booking and we can make the reservation at our group hotel.

Useful Info

We understand that booking a motorcycle expedition is a big commitment both financially and in terms of time and preparation. Here are some of the most common questions we are asked before riders make a booking. If you wish to meet with us prior to booking to ask more questions, do not hesitate to contact us and we can set up a one-to-one meeting. In addition, we hold a Pre-Expedition Meeting for the group at our premises around 6 months prior to the start of the expedition.

What type of bike do I need?

Our expeditions are designed so that you can use your own motorcycle. We recommend that you use a dual purpose / adventure style bike. **We support any make and model.** Our Support Crew normally ride the Triumph

Tiger 900XCA or Tiger 1200XCA. We also have extensive experience with the BMW GS motorcycle range, having ridden them for over 15 years and many riders chose a BMW GS bike. The smallest capacity bike that has been used on this trip previously has been the Honda CB500X. What is important is that you have a reliable and robust bike that you are comfortable riding and that it has been properly prepared and fully serviced prior to the start and has new tyres.

What riding experience do I need?

This trip is not suitable for novice riders. It is our toughest expedition and is only suitable for those with advanced road riding skills, experienced in riding up to 400 road miles in one day and be confident at tackling up to 250 miles on challenging, unpaved roads. Three weeks of riding is at high altitudes over 4,000 metres, where it is often cold. Ideally you should also have other travel experience in developing countries, either on or off the bike.

We generally recommend that you are an experienced motorcyclist, who has ridden overseas before and is used to touring. You will enjoy the experience more if your riding is of an advanced standard and by that we mean you have a good command of slow control (eg you don't dangle your feet or paddle at slow speeds and can U-turn your bike), you are assertive on the road and have good forward planning and hazard perception, you are able to perform safe and precise overtakes and are able ride to the legal speed limits.

You also need to have experience of riding your motorcycle on unpaved surfaces such as gravel, and dirt as some of the expedition routes are on these types of roads. In addition, if there any roadworks on our route, normally diversions will be on temporary dirt roads. Please note that our route covers around 10% of dirt and gravel roads (up to 1,200 miles), although as the infrastructure develops, this may reduce in future years.

If you need to improve your off road riding skills, attending a training school such as Adventure Bike Training www.adventurebiketraining.co.uk, Triumph Adventure Experience <https://www.triumphmotorcycles.co.uk/adventure-experience> or BMW Off Road Skills is highly recommended.

It is your responsibility to ensure your motorcycling skills are up to the requirements for this Expedition.

How does motorcycle freight work?

We start the expedition from the Ace Café, London, so UK and some EU riders can ride to the start point.

If you are a non-UK resident, you are responsible for organising your own freight to the start. We are able to provide you with details of our UK freight agent, who can organise the freight of your motorcycle to the UK from your own country. They can customs clear your motorcycle in the UK and you simply need to collect it from the freight agent's depot and ride to London or they can deliver your bike to the start point in London. This is an additional cost to you. You are free to organise your own freight through your own freight agent, at your own cost.

At the end of the trip, bikes are road transported from Lhasa to Tianjin, and then sea freighted back to the UK. This is included in your expedition price. If the UK is not your home destination, you can request a UK freight agent to onward freight your motorcycle to your home country. This onward freight is a separate arrangement, at your own cost. You are free to organise your own freight through your own freight agent.

If we have at least 3 riders wishing to freight to the same non-UK destination, we can do a separate sea freight arrangement direct to that country, as part of your expedition price.

What about servicing & tyres?

All motorcycles must arrive at the start fully serviced and with new tyres. There are no authorised motorcycle dealers for Triumph, BMW, KTM once we leave Istanbul and before China. A minor service is then done around

6000 miles into the trip (Samarkand / Dushanbe). This is done by you with assistance from the Support Crew if requested. All riders need to supply a minor service kit and change of tyres, which we will carry in our support vehicle. The tyres need to be a dual purpose or knobbly tyre ready for the rougher roads in Tajikistan and Western China.

Is it difficult to get fuel?

We have never had any issue with finding fuel. In certain regions, once en route, we will warn you in advance of any possible fuel shortages or if there is a route with a key fuel stop, where everyone must fill up with fuel to get to the next destination. It is not necessary to fit any after-market large fuel tank or carry fuel bottles, although some riders chose to do so. Our support vehicle also carries spare fuel for emergencies.

What is the average group size?

Our groups are normally between 10 – 16 riders (some have passengers). Our groups are often very international and whilst the majority of riders come from the UK, we also get riders from USA, Canada, South Africa, Australia, Switzerland, Scandinavia, Spain, France, Germany, Italy, Russia and so on. Groups are predominantly solo male riders.

Is this ride suitable for a passenger?

We have had other riders successfully complete this ride with a pillion passenger. Your passenger needs to also be an experienced tourer, used to long distance riding and riding on unpaved roads. Your passenger must ride the motorcycle each touring day – there is no option to sit in the support vehicle as this is only for participants who are ill or injured, or unless the road conditions are too difficult for a rider and passenger to attempt two-up. In some end destinations, there is accommodation where, as a couple, you will not get privacy and bathroom facilities can be very primitive.

Is there a support vehicle?

All our expeditions have a dedicated GlobeBusters Support Vehicle, driven by a GlobeBusters Support Driver. It is capable of carrying two motorcycle and two passengers. Our support vehicles carry a satellite phone, mobile phone, medical bag and spinal board, spare fuel, water, tools, some spare parts, some spare tyres. Our support vehicle provides temporary assistance to you if you have a mechanical problem or an accident and are injured. Depending on the size of the group, we may also take a second support vehicle and if not, we will have an additional local support vehicle in Xinjiang and Tibet.

These are not a luggage vehicles – you must carry your own luggage on your motorcycle. For more information, please see our [Support Vehicle](#) section.

Do I have to ride in a group?

No! We do not make you ride in convoy. We offer you the freedom to decide how you would like to ride. We give you a road book, GPS co-ordinates and hotel information. You can use this to self-navigate. If you prefer to ride with our Motorcycle Support Rider, then you can do this. However, there are some politically sensitive places where we must ride together. In China and Turkmenistan, whilst we don't have to ride in strict convoy, we need to make sure that we are travelling relatively close together. We will also ask you to ride in a group when we are crossing a border or if there is a security issue.

What documents do I need?

You will need your original documents as follows: Passport, Motorcycle Registration Document or Title, Driving Licence from the country of your residence, International Driving Permit (1949 & 1968), minimum 3rd Party Motorcycle Liability Insurance (where available), Travel Insurance Certificate (see below).

You should note that we need to request copies of the above documentation, which we have to send to suppliers who are outside the EU and who do not have the safeguards in place with regard to data protection as we have within the EU. These suppliers are for services such as motorcycle freight, overseas agents, hotels, motorcycle

customs clearance, ferry services as well as the Chinese and Turkmen authorities. Please refer to our [Privacy Policy](#).

Do I need any Visas?

As visa requirements are dependent on your nationality and a complex with constantly changing requirements, we appoint a visa agency to assist with the process <https://www.thevisamachine.com/>. Most nationalities will require visas for Azerbaijan, Turkmenistan, Uzbekistan, Kyrgyzstan, and China. The Visa Machine will have a dedicated GlobeBusters Portal on their website for you to order your visas, which they can get for all nationalities via the Embassies in London. The only exception to this is the Chinese visa, which MUST be obtained by you in person at the Chinese Visa Centre in your own country of residence. At our pre-departure meeting, we cover this in detail to ensure you have all the information to enable you to apply for the visas you need.

Special note about logistics for entry and exit of China

Your price includes entry and exit of China, with your motorcycle as part of the group arrangement. Our entry point is the Torugart Pass. Our exit point is Tianjin. When you finish in Lhasa bikes are road transported to Tianjin for sea freight. This is agreed as part of the permissions given for our group to ride overland across China and is done well in advance of travel. You are not able to change the exit point after 31 January 2021. Should you wish to have a different exit point to the main group, (for eg, due to you continuing with a world tour), you must inform us on booking and additional charges will apply, depending on the exit arrangement that you want.

What about my health when I am abroad?

You need to be physically fit and healthy and also take the necessary health precautions. It is essential for you to consult your doctor or travel clinic for up-to-date medical travel information prior of travel, particularly if you have a pre-existing medical condition. For up-to-date medical advice you may wish to use the Medical Advisory Service for Travellers Abroad "MASTA" <https://www.masta-travel-health.com/>, the NHS website <http://www.fitfortravel.nhs.uk/home.aspx> or NaTHNaC <https://travelhealthpro.org.uk/>.

You will be obliged to disclose any medical condition or medication that you are taking to GlobeBusters in advance and to your Tour Manager at the start of your Tour, for health and safety purposes. We provide you with our Emergency Details Form for this purpose and to collect information about who to contact for you back home in the event of an emergency.

You must not bring any medicines that contain tramadol, codeine, temazepam, morphine or opiates to Central Asia. These are illegal in all circumstances in most of Central Asia. You could be arrested for possession. If you are not sure about a particular medicine, then please do not bring it.

Please note that many countries on this route do not have the same level of medical infrastructure nor consistent medical standards that you may be used to. In particular, emergency services often may be a long distance away, with no co-ordinated response, or sometimes no medical response available within reasonable times. Please do not book this trip if this unduly concerns you.

First Aid Training

It is not a requirement to be first aid trained to participate in this expedition. However, we do strongly recommend that you consider doing a motorcycle first aid course. Some sections of this trip are remote and hundreds of miles away from medical treatment. If you, or a rider you are with, are involved in any accident, whilst not riding with or not close to the support team, having first aid skills may make a significant difference to an injured party.

Altitude

You will be travelling to areas of altitude up to 5,500m, so you must think carefully about how fit you are and whether altitude may be an issue. Some pre-existing medical conditions are known to severely worsen at high

altitude and be difficult to adequately treat on the ground, leading to more serious consequences. It is imperative that you discuss your pre-existing medical condition/s with your doctor. We understand certain medications are reported to aid acclimatising to high altitude; please discuss these options with your doctor. You must inform your Tour Manager of any altitude danger signs so that you can report these as soon as possible.

Travel / Medical Insurance

It is a condition of you travelling with us that you are adequately insured. Your insurance policy must cover you for the costs of any medical expenses, medical treatment or repatriation needed, due to injury or illness on this trip, including those that occur whilst motorcycle touring, either as the rider or a passenger. It is important that your insurance company understands that the MAIN PURPOSE of your trip is motorcycle touring, using your own large capacity cc motorcycle or a rental motorcycle. Your insurance must cover you for the full duration of the trip and for all countries we travel through.

In addition, we strongly recommend that your insurance policy has cover for loss or damage to your personal belongings, delay at your outward or homeward point of departure, personal liability, overseas legal expenses and cancellation and curtailment. We also strongly recommend that you take out your travel **insurance at the time of booking your trip** as cover will commence for pre-departure cancellation from the policy issue date. This will therefore provide cover should you have to cancel your trip for an insured reason such as illness or serious injury. We do not refund your deposit simply because you failed to take out insurance in sufficient time.

Are these countries safe?

The Foreign & Commonwealth Office (FCO) (www.fco.gov.uk/travel) monitors overseas destinations and provides destination travel advice for UK nationals. GlobeBusters monitors the advice from the FCO and any decisions taken regarding a Tour's safety and security will use the vast experience of the company's 16 years of operating as well as the FCO advice. In the interests of your safety and security, changes may be made to your Tour based on any FCO warnings given.

We strongly recommend that you read the information about the country you are planning to visit to be fully informed – each country has a summary and general information as well as advice on safety & security, local laws & customs, entry requirements and health, and road conditions.

There are currently warnings and travel restrictions in place about travel to the countries listed in the itinerary due to the COVID-19 pandemic. We assume that by the time of travel these will have been withdrawn.

If you are not a UK national please make sure you have checked your own country's travel advice for your destination/s: The US Department of State: <http://travel.state.gov> Canadian Foreign Affairs: www.voyage.gc.ca Australian Government Travel Advice: www.smartraveller.gov.au NZ Government Travel Advice: www.safetravel.govt.nz.

What will the weather be like?

This motorcycle expedition is run at the most optimum time for the best weather possible. We have to have a start date that is not too early or the weather in the mountains in Turkey and Central Asia may be too cold with snow. Nor do we want to leave much later than the current start date, as we want to avoid peak rains and monsoon season in China (as this trip proceeds there once you leave from Lhasa) and very high temperatures in the deserts in Central Asia. It is a fine balancing act. Clearly riding in Europe in mid-April, the weather could be cold and rainy or fine and sunny.

The bottom line is that on this trip, it is possible to experience every weather condition – from below freezing to above 45 degrees centigrade heat. So be prepared!

<http://www.bbc.co.uk/weather>

<http://www.worldclimate.com/>

What about local currency?

For Europe, Turkey, Georgia, the EURO is used / readily exchangeable. Once in Central Asia and China, the base currency for this trip is the US Dollar. The US Dollar is readily exchangeable for the local currencies. When you bring US Dollars, it must be in MINT condition or locals will not readily exchange the notes. The websites below will give you the current rates of exchange.

<http://www.oanda.com/>

<http://www.travelex.co.uk/>

Minimum Numbers

We require a minimum number of 10 riders on this tour. If we do not have this number of bookings, then we reserve the right to cancel the tour. If we have to cancel the tour we will provide you a minimum of 84 days notice prior to departure.

Available Dates & Prices

Date	Rider Shared Room	Single Supplement	Passenger Shared Room	Bike Rental
Apr 16 – Jun 21, 2021	£18,995	£4,495	£11,995	